



32nd Avenue Arterial Extension Project

Background: Expanding and completing the 32nd Avenue Extension and Fruit Valley Road Bridge will relieve local and regional congestion, further economic development goals and enhance access to the Port of Vancouver and nearby industrial areas. The City has identified these projects in its Transportation Improvement Program and is building upon previous studies to develop an investment strategy for this important corridor. Consider:

- Travel time on I-5 southbound during the A.M. peak hours has increased 291% between 2011 and 2015 and average speeds have reduced from 31 mph to 8 mph.
- As a result, traffic is diverting from I-5 to Fruit Valley Road, a two-lane roadway that carries the highest traffic volume of any westside arterial during the A.M. peak hours.
- Over 2,500 jobs are projected to be created by 2035 in the Port of Vancouver and adjacent industrial areas.
- One million square feet of new industrial development is under construction in the current 32nd Ave. corridor.

Benefits: In addition to construction of a new arterial roadway, the functionally obsolete Fruit Valley Road Bridge would be replaced with a wider bridge better able to safely accommodate freight, vehicles, pedestrians, and bicyclists. There are four primary benefits to building this project:

- Provide a reliable and direct connection for commuters who work in industrial areas and regional northbound freight that needs access to I-5.
- Catalyze new development of existing industrial-zoned lands north of SR 501/Mill Plain Boulevard by providing efficient access to regional freight routes and bypassing arterials with high volumes of commuter traffic, such as Fruit Valley Road or Fourth Plain Boulevard.
- Preserve livability and safety within westside residential areas by drawing freight and commuter traffic away from arterials and local streets that run through those neighborhoods.
- Enhance the safety of the regional pedestrian and bike network by constructing the missing trail segments that would complete a 19-mile regional trail network between Vancouver Lake, Frenchman's Bar, the Burnt Bridge Creek Trail, downtown Vancouver, Fort Vancouver National Historic Site and the Columbia River.

Next Steps: Building on 2009 preliminary engineering and an environmental impact studies, the City and Port of Vancouver are funding and will conduct a comprehensive 32nd Ave/Western Freight Corridor Feasibility Study beginning Fall 2017.